



Miami-Dade County Board of County Commissioners

Office of the Commission Auditor

Legislative Analysis

Regional Transportation Committee

April 12, 2006

9:30 AM

Commission Chamber

Charles Anderson, CPA
Commission Auditor

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**Miami-Dade County Board of County Commissioners
Office of the Commission Auditor**

Legislative Analysis

**Regional Transportation Committee
Meeting Agenda**

April 12, 2006

Written analyses for the below listed items are attached for your consideration in this Legislative Analysis.

Item Number(s)

1(E)4 NW 74 th Street Project	7(F) Miami River Tunnel Study
3(H) HNTB North Corridor Contract	Additional Information 3(A) & 3(C)

If you require further analysis of these or any other agenda items, please contact Guillermo Cuadra, Chief Legislative Analyst, at (305) 375-5469.

Acknowledgements--Analyses prepared by:
Timothy Riera-Gomez

April 12, 2006

LEGISLATIVE ANALYSIS

RESOLUTION APPROVING A PEOPLE'S TRANSPORTATION PLAN (PTP) AMENDMENT TO MODIFY THE SCOPE FOR THE NW 74 STREET PROJECT TO SIX (6) NEW LANES FROM THE HOMESTEAD EXTENSION OF THE FLORIDA TURNPIKE (HEFT) TO THE PALMETTO EXPRESSWAY (SR 826) AND DELETE THE NW 97 AVENUE PROJECT FROM NW 25 STREET TO NW 41 STREET

Public Works Department

I. SUMMARY

This resolution would make two (2) separate amendments to the **Peoples' Transportation Plan (PTP)**.

1. Increase the "Scope of Work" and accelerate the timeline on a project listed in Exhibit 1 of the PTP as: NW 74th Street "Construction of a new four (4) lane road from NW 82nd Avenue to the Homestead Extension of the Florida Turnpike".
2. Delete the project entitled: "Widen NW 97th Avenue from NW 25th Street to NW 41st Street".

II. PRESENT SITUATION

The current "Scope of Work" for the 74th Street project is for a new 3.5 mile, four (4) lane, road from 82nd Avenue to the Florida Turnpike.

The estimated cost of the current project is approximately \$14.4 million.

This project is estimated to be completed in 2010.

On December 8, 2005, the Metropolitan Planning Organization (MPO) agreed to forward a proposed amendment to the Board of County Commissioners (BCC) and the Citizens' Independent Transportation Trust (CITT) increasing the Scope of Work of the 74th Street project.

III. POLICY CHANGE AND IMPLICATION

This amendment would increase the Scope of Work on the 74th Street project by widening the roadway from four (4) lanes to six (6) lanes and increasing the length of the road from 3.5 miles to 4 miles extending all the way to the Palmetto Expressway.

Further, this item would delete the 97th Avenue project originally listed in Exhibit 1 of the PTP.

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Because this item would materially amend the PTP, it would also require approval by the CITT.

IV. ECONOMIC IMPACT

The Florida Department of Transportation estimates that this increase in the Scope of Work to the project will increase the project by approximately \$44 million, from \$14.4 million to a new total project cost of approximately \$58.8 million.

It is being requested that the total amount required for this be advanced from the PTP Surtax.

However, the PWD contends that the Florida Department of Transportation (FDOT) has agreed “In Principal” to refund any project costs in excess of the original \$14.4 million.

Further, the deletion of the 97th Avenue project creates a \$4.6 million credit to the PTP.

V. COMMENTS AND QUESTIONS

Because there is not currently enough “cash on hand”, in the PTP Surtax, to advance the additional funding needed to complete the new project, the PWD also recommends increasing the current “Bonding Capacity” in order to accelerate this project.

Why would the FDOT agree to cover the additional \$44 million in cost for this project?

LEGISLATIVE ANALYSIS

RESOLUTION RETROACTIVELY AUTHORIZING EXECUTION OF THE FIFTH SUPPLEMENTAL AGREEMENT TO THE PROFESSIONAL SERVICES AGREEMENT BETWEEN MIAMI-DADE COUNTY AND HNTB CORPORATION IN THE AMOUNT OF \$161,181 TO RESTORE THE BUDGET AND EXTEND THE TIME TO COVER THE ACTIVITIES REQUIRED TO FINALIZE THE FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS) FOR THE NORTH CORRIDOR TRANSIT PROJECT AS REQUESTED BY THE FEDERAL TRANSIT ADMINISTRATION

Miami-Dade Transit

I. SUMMARY

This Supplement (No. 5) would add \$161,181 and a twelve (12) month time extension to the Professional Service Agreement (PSA) with HNTB Corp., for the development of a Final Environmental Impact Study (FEIS) associated with the North Corridor Metrorail Project.

II. PRESENT SITUATION

The North Corridor project received a “Medium” rating in the Federal Transit Administration’s (FTA) “New Starts Program” for 2006-2007. The corridor is currently listed in the Preliminary Engineering phase.

Timeline for consultants on North Corridor project:

- May 25, 1999, Parsons Brinkerhoff Quade & Douglas (PBQ & D) is awarded Supplemental PSA for environmental impact statement preparation for North Corridor project.
- November 30, 2004, HNTB Corp. was approved by the Board of County Commissioners to provide preliminary engineering services for the East/West Corridor Project with a contract ceiling amount of \$29.9 million.
- December 10, 2004, Parsons Transportation Group (different company than PBQ&D) was approved to be awarded a consultant contract for preliminary engineering work on the North Corridor project. (Contract Ceiling \$12.9 million)
- February 14, 2005, BCC approves extension with HNTB Corp., for Supplemental DEIS and FEIS environmental impact statements for North Corridor project.
- May 3, 2005, Parsons Brinkerhoff Quade & Douglas (PBQ & D) is awarded Program Management Consultant (Superconsultant) contract for all corridors.

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III. POLICY CHANGE AND IMPLICATION

This supplement will extend HNTB's responsibilities on the North Corridor project for one (1) year through March 2007.

However, Parsons Transportation Group is currently the Prime Consultant for the North Corridor project.

IV. ECONOMIC IMPACT

This supplement increases the cost of the contract by \$ 161,181.

The original contract amount was \$700,000.

Including this amendment, the total contract cost would increase to \$2,034,460.

The funding source identifies 50% Federal, 25% State and 25% PTP monies for this contract. However, since no funding agreements have been agreed to with the Federal or State Agencies, the initial and only dedicated source for funding for these types of services is the PTP Surtax.

Approximately \$12 million has been appropriated to Miami-Dade County through 2004 from the FTA for preliminary design and planning for the North Corridor Project.

V. QUESTIONS AND COMMENTS

As with projects this large, the Board can expect that many different companies may have done similar work on the same projects.

Currently:

HNTB, Corp. - has a piece of North Corridor project, as listed in this item, and is Lead Consultant for preliminary engineering for East/West Corridor (as of November 30, 2004).

Parsons Transportation Group - Lead Consultant for preliminary engineering on North Corridor.

PBQ & D – Was awarded “Super-consultant” contract over all corridor projects. Has also been acting as a sub-consultant on North Corridor since mid 90's.

Will the extension of HNTB's responsibilities on the North Corridor project hamper the company's ability to move forward with the East/West Corridor project?

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The chart below lists the Prime Consultants on each of the corridor projects:

Project	Consultant	Services	Amount
North Corridor	Parsons Transportation Group (PTG)	Preliminary Engineering Design Services	\$13 million
East/West Corridor	HNTB Corp.	Preliminary Consult and Engineering Services. <u>Also sub-consultant on North Corridor for FEIS.</u> Preliminary engineering, final design services, inspection and engineering services, as well as act as construction manager	\$29.9 million
MIC/ Earlington Heights	URS Corp.		\$17.9 million
Master Program Consultant	Parsons Brinkerhoff Quade & Douglas	Coordination of all projects	\$44 million
		Total	\$104.8 million

However, as this item identifies, some of these consultants have multiple responsibilities on different corridor projects.

LEGISLATIVE ANALYSIS

MIAMI RIVER TUNNEL FEASIBILITY STUDY

County Manager

I. SUMMARY

This report is in response to a Feasibility Study, conducted by the City of Miami, with regards to a possible tunnel project under the Miami River in the area of SW 8th Street and SW 1st Avenue.

This project is identified in Exhibit 1 of the Peoples' Transportation Plan (PTP) as:

“Constructing major ingress/egress improvements in downtown Miami, from SW 8th Street to SW First Avenue”

II. PRESENT SITUATION

There is currently a draw bridge in this area.

Traffic congestion currently exists in this area at peak rush hours, especially when the draw bridge is required to be open due to boat traffic.

III. POLICY CHANGE AND IMPLICATION

There would be no change in policy or implications as this project was considered in the original PTP.

The only policy implication would occur if the Board of County Commissioners decides to amend this project, or remove it entirely from Exhibit 1 of the PTP. Either of these actions would require approval from the Citizens' Independent Transportation Trust (CITT).

IV. ECONOMIC IMPACT

Estimates for this project range from approximately \$727 million to \$1 billion.

V. COMMENTS AND QUESTIONS

On hand written page 4 of the report, the consultant states:

“Based on the results of the analysis, the tunnel would provide minimal, if any traffic benefits...”

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On hand written page 5 of the report, the consultant states:

“...the tunnel would be constructed at considerable costs, with minimal traffic benefits. These conclusions should be considered when determining the ultimate feasibility of the Miami River Tunnel”.

ADDITIONAL INFORMATION

<u>Item#</u>	<u>Subject Matter</u>	<u>Comments/Questions</u>																														
3(A)	Photogrammetric Mapping Services	<p>The County Manager recommends approval of Professional Services Agreement with Woolpert, Inc.</p> <p>Aviation has obtained Photogrammetric Mapping Services back in 1996 (Woolpert Consultants) and 2001(Aerial Cartographics of America).</p> <p>In 1996 and 2001 the cost for was approximately \$1.5 million.</p> <p>The scope of the current project is identical to that of 2001 which was awarded to Aerial Cartographics of America, except for the inclusion of the “<u>enterprise Geographic Information System (GIS) supported by ESTD.</u></p> <p>Aviations overall portion of the cost is \$2.2 million.</p> <p>ETSD’s has utilized Woolpert in previous years to perform Photogrammetric Mapping Services as shown in the table below:</p> <table><tr><th>Year(s)</th><th>Contracting Agency</th><th>Amount</th><th>Horizontal Accuracy</th><th>Pixel Resolution</th><th>Planimetrics</th></tr><tr><td>1999; 2001</td><td>ETSD</td><td>\$1,093,195</td><td>+/- 2ft (inside UDB) +/- 5 ft (outside UDB)</td><td>1 ft</td><td>Yes</td></tr><tr><td>2003</td><td>FDOT, Public Works(PW), ETSD</td><td>\$1,056,000</td><td>+/- 1ft (inside UDB) +/- 5 ft (outside UDB)</td><td>¼ ft (inside UDB) 1 ft (outside UDB)</td><td>No</td></tr><tr><td>2005</td><td>Florida Department of Revenue (DOR), PW, ETSD</td><td>\$181,103</td><td>+/- 5 ft (Entire County)</td><td>1 ft</td><td>Yes</td></tr><tr><td>2006</td><td>DOR, PW, ETSD</td><td>\$76,342</td><td>+/- 5 ft (Entire County)</td><td>1 ft</td><td>No</td></tr></table>	Year(s)	Contracting Agency	Amount	Horizontal Accuracy	Pixel Resolution	Planimetrics	1999; 2001	ETSD	\$1,093,195	+/- 2ft (inside UDB) +/- 5 ft (outside UDB)	1 ft	Yes	2003	FDOT, Public Works(PW), ETSD	\$1,056,000	+/- 1ft (inside UDB) +/- 5 ft (outside UDB)	¼ ft (inside UDB) 1 ft (outside UDB)	No	2005	Florida Department of Revenue (DOR), PW, ETSD	\$181,103	+/- 5 ft (Entire County)	1 ft	Yes	2006	DOR, PW, ETSD	\$76,342	+/- 5 ft (Entire County)	1 ft	No
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3(C)	Other Transaction Agreement with FAA for transfer of funds	<p><i>Would the Aviation department have to absorb increases in construction costs beyond the current estimate of \$10.295 million?</i></p> <p>Yes, however, FDOT can participate in up to one half the non-federal share of the project cost. So if project cost increases, it is recommended the MDAD should seek to split that cost with FDOT after deducting the federal funding.</p>																														